

General Aviation Partnership

15th February 2024

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Agenda

- Welcome – Chair
- Update on Pilot Licensing Project – Laurence Baxter
- Services and New Airspace Users – Andy Sage and John Holmes - NATS

10 Minute Break

- DfT Update – Bethan Grinham
- GA Safety Brief – Chair and Mike O'Donoghue
- Comms Update – Marnie Burroughs
- AOB – All
- Close – Chair



Welcome

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Update on Pilot Licensing Project

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GA Pilot Licensing & Training Simplification Project

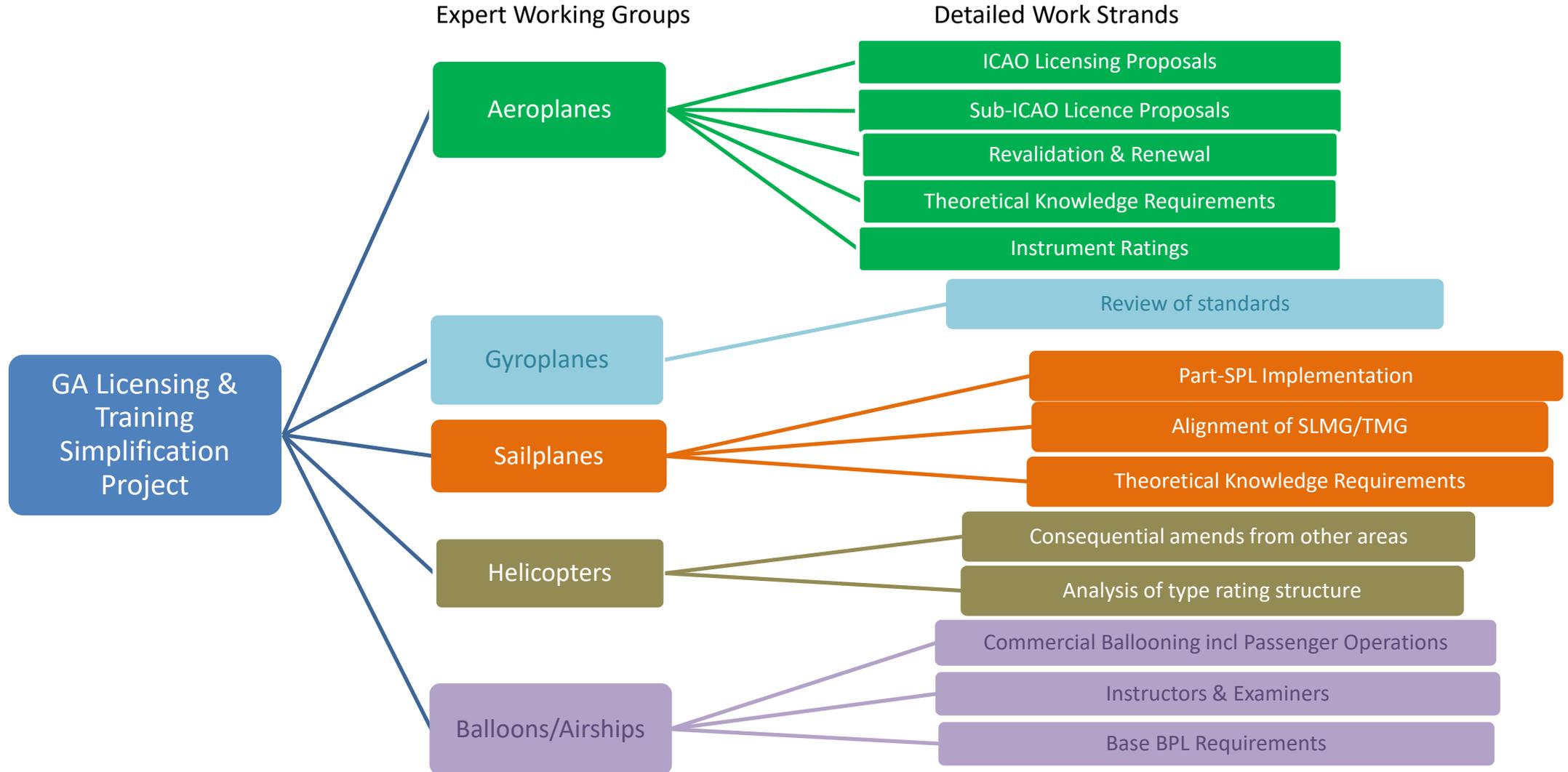
**Update to
General Aviation
Partnership**

**Laurence Baxter
15 February 2024**

**United Kingdom
Civil Aviation
Authority**

Flight Crew Licence

Phase 2: Tackling the different aircraft categories



Aeroplanes

Broad areas including:

- ✓ Simplifying ICAO requirements
- ✓ Sub-ICAO options
- ✓ Maintaining privileges
- ✓ TK
- ✓ Partial power failure

Balloons

Broad areas including:

- ✓ Private ballooning
- ✓ Commercial Passenger Ballooning (CPB)
- ✓ Non-Part-21 ballooning
- ✓ Instructors and examiners

Background: Phase 1

- ☑ 2020-21: CAP1985 GA post-EU exit consultation: simplifying pilot licensing top issue among respondents
- ☑ Late 2021: GA strategic licensing project formed
- ☑ 2021-June 2022: proposals developed in a stakeholder working group
- ☑ Phase 1 consultation: Oct-Dec 2022, CRD published May 2023.
- ☑ Phase 2 working groups formed and generated proposals May-Nov 2023.



Phase 2 Consultation

- Suite of 5 consultation papers
- 2 will be about 50+ pages so executive summary short versions available
- Published 13 March for 10 weeks
- Sets out details for changes to flight crew licences, ratings and certificates.

PHASE 3

- ☐ Publishing Comment Response Document.
- ☐ Progressing Opinion & Instruction Document for DfT lawyers.
- ☐ Progressing Acceptable Means of Compliance/Guidance Material.
- ☐ SI scheduled Spring 2025.



Sailplanes

Broad areas including:

- ✓ Training
- ✓ TK
- ✓ Other reforms
- ✓ Partial power failure for TMG/Self-launching sailplane syllabus.

Helicopters

Broad areas including:

- ✓ ICAO/Sub-ICAO licences
- ✓ Maintaining privileges
- ✓ TK

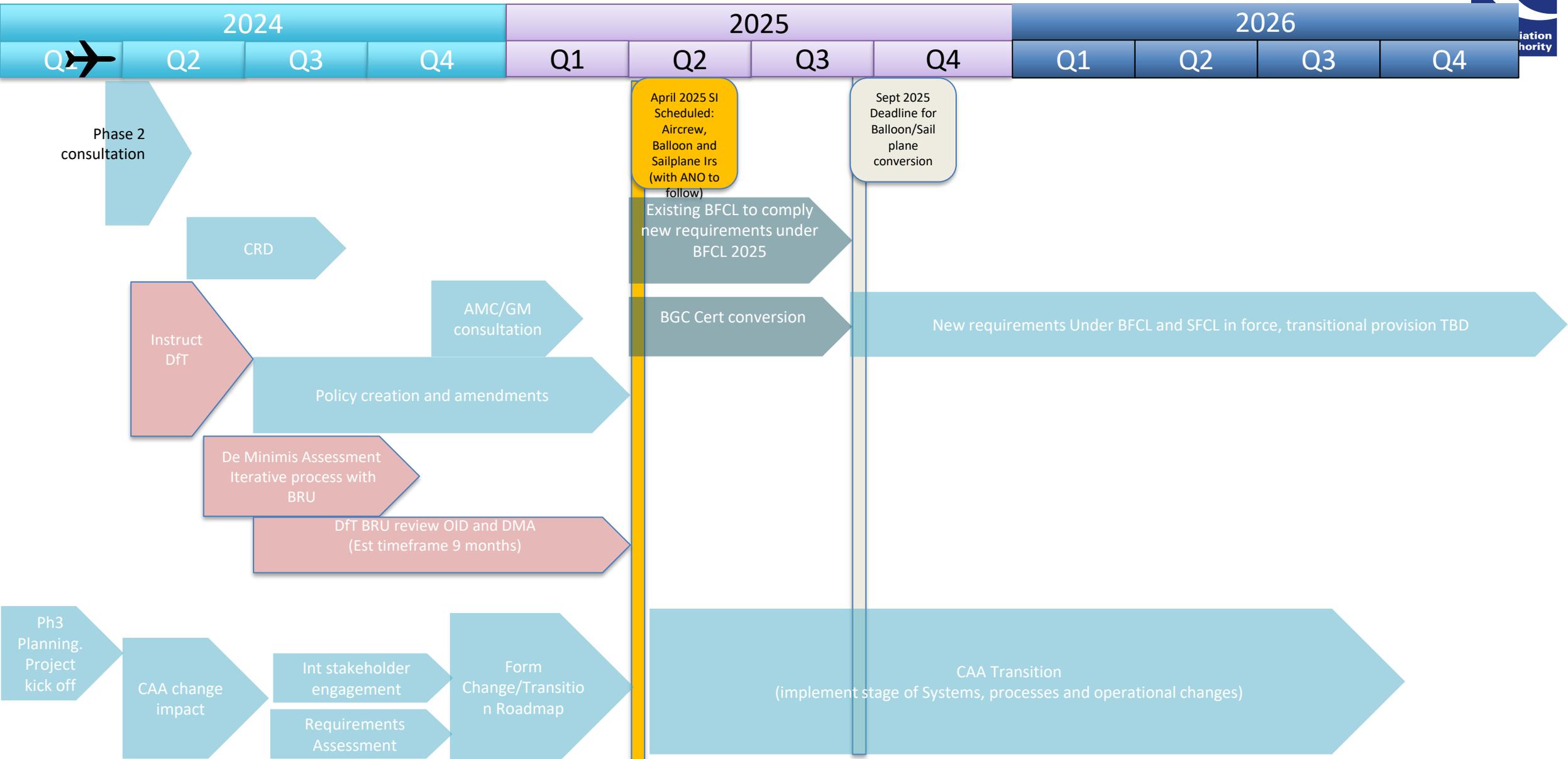
Gyroplanes

Broad areas including:

- ✓ Maintaining privileges
- ✓ Amend Standards Doc 44.
- ✓ TK

Broad Phases 2 and 3 project timeline

OFFICIAL - Public. This information has been cleared for unrestricted distribution.



Services and New Airspace Users (NATS OpenAir)

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The image features a dark blue night sky as a background. In the upper center, the word "NATS" is written in a large, white, italicized sans-serif font. Below the logo, the tagline "Advancing aviation, keeping the skies safe." is displayed in a clean, white, sans-serif font. The lower half of the image shows a city skyline at night, with various buildings and structures illuminated. A prominent feature is a series of white, curved light trails that sweep across the sky from the left side towards the center, suggesting the movement of aircraft. The city lights and the light trails are reflected in a body of water in the foreground, creating a shimmering effect. The overall composition is balanced and visually appealing, emphasizing the theme of aviation safety and advancement.

NATS

Advancing aviation,
keeping the skies safe.

Contents



A new era of airspace management



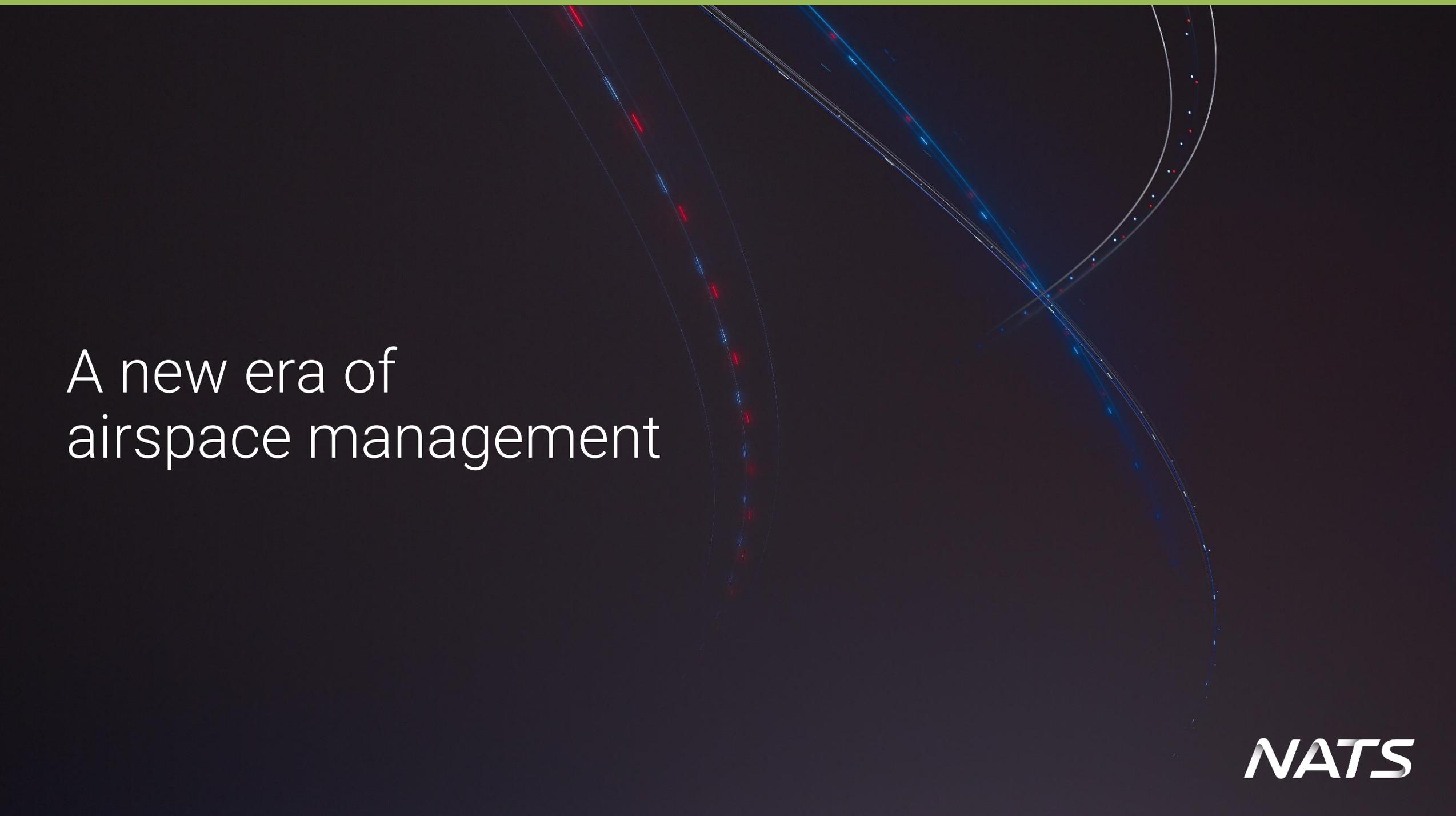
NATS OpenAir



Benefits & rationale



Next steps



A new era of
airspace management

NATS

The reality of our airspace today

BVLOS operations are segregated from other traffic in Temporary Danger Areas

TDA's are difficult to secure and scale, and have a limited duration of 90 days

No clear pathway to allow operators to transition from temporary airspace into sustainable models

To unlock this potential, and prepare for the changing aviation landscape, a new way of managing airspace is needed.



Emerging risks



DJI Mavic Pro 2
VLOS rules

Flight registered with Altitude Angel Guardian system. Not in receipt of ATS.

<100m (0 & 25m reported)

410ft

40ft

370ft

London Control
Zone
Outside of any FRZ



Guardian Platform



A109
VFR in VMC

Radar Recording
No associated
primary or secondary
return other than the
A109.

In receipt of radar service.
At 1000ft, requested a zone
transit to a private landing
site.
At the point of the incident,
A109 was in the approach
descent.

Airprox ref. 2022154

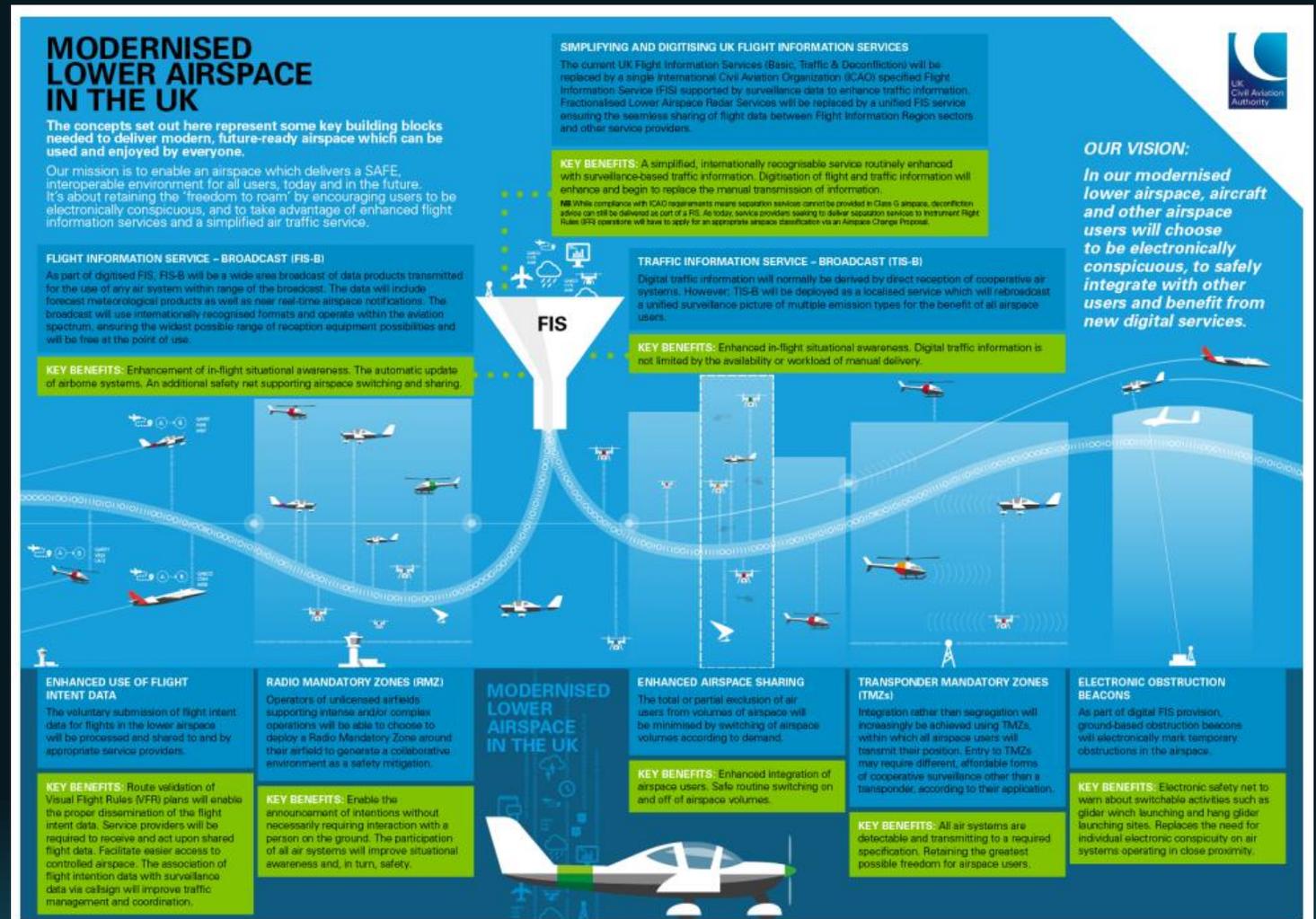
London SVFR
NATS

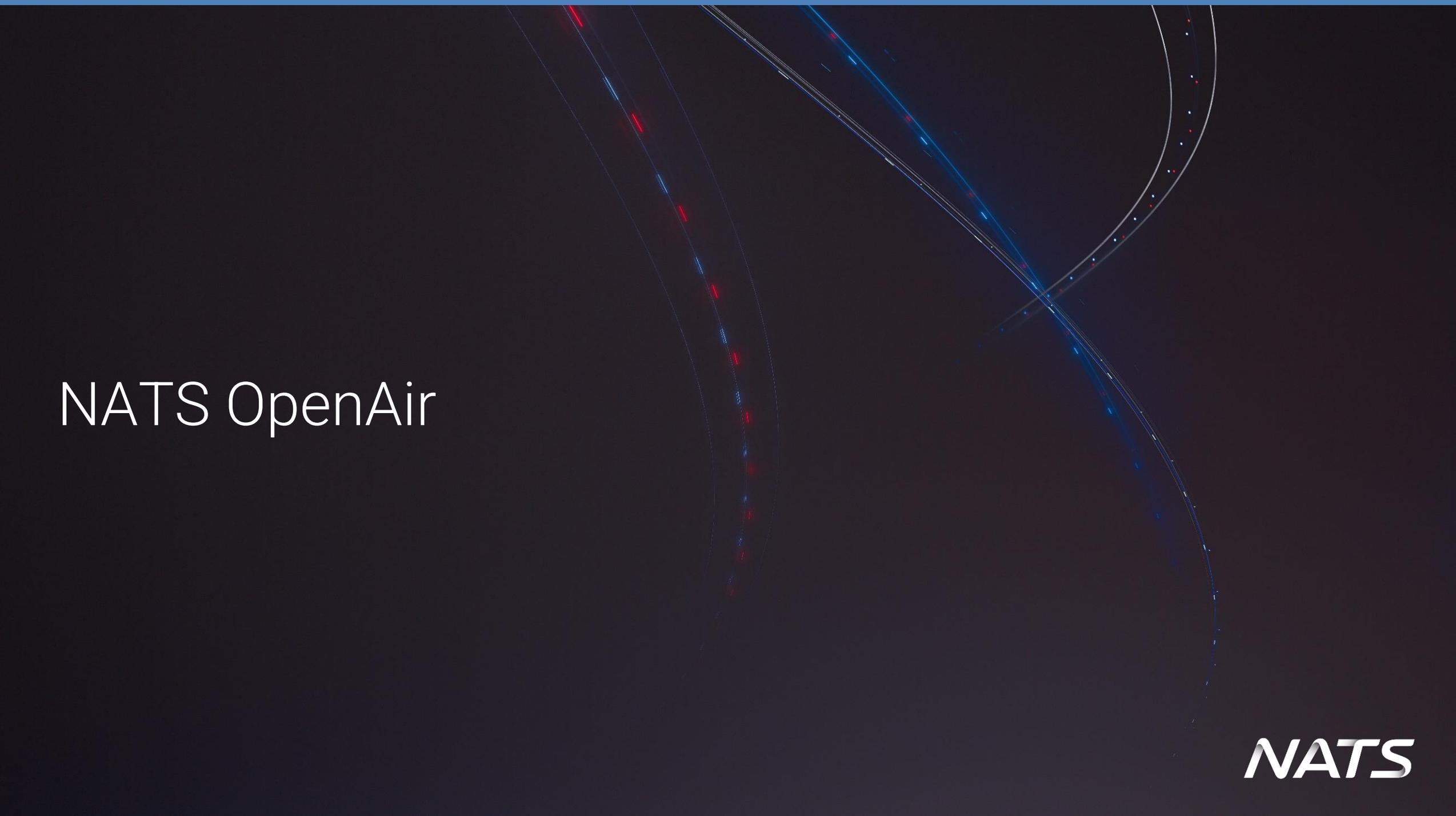
Airspace integration – a core pillar of the AMS

The CAA recognises the potential of opening the skies to new users

They have tasked NATS with proposing how to achieve this integration safely, efficiently, and in line with the Airspace Modernisation Strategy

Our proposal is to be submitted to the CAA by 30 June 2025, having consulted and engaged broadly on the proposed services and charging mechanisms.





NATS OpenAir

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Our Guiding Principles

Lower the market entry barriers for new service providers and innovators

Maintain and encourage competition at a local level for both service providers and operators, reflecting the existing market contestability in the UK

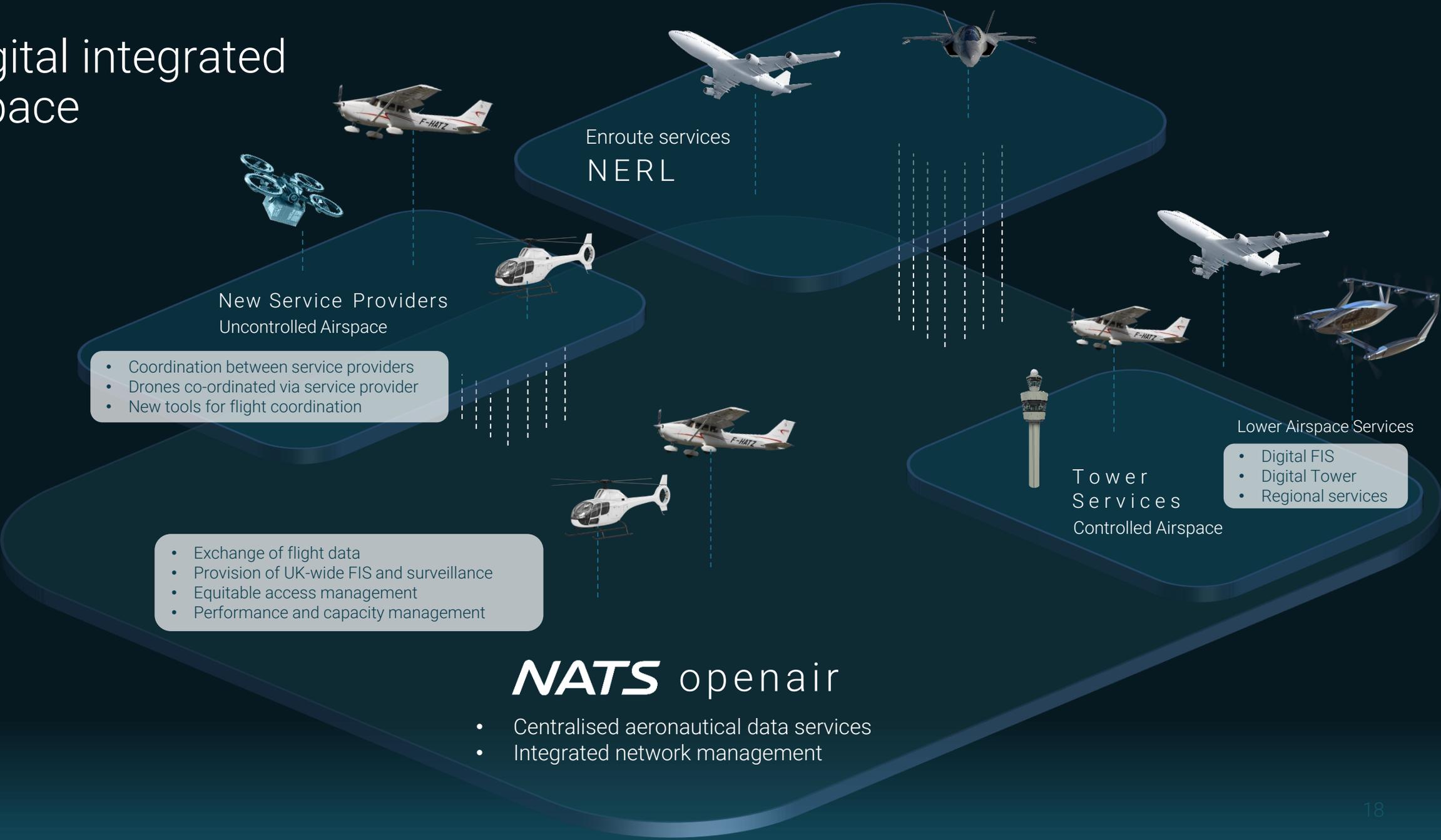
Provide clear and transparent service obligations for service providers and operators alike, that ensures fairness and equity of access to airspace

Provide a UK level universal service that can be trusted and is independent of all downstream commercial interests

Enable consistency and standard compliance (approval/certification) process amongst different operators and service providers, thus reducing CAA time and resourcing

Allow local service providers the freedom to offer airspace management solutions that are unconstrained, thus allowing the market to evolve according to user needs.

A digital integrated airspace



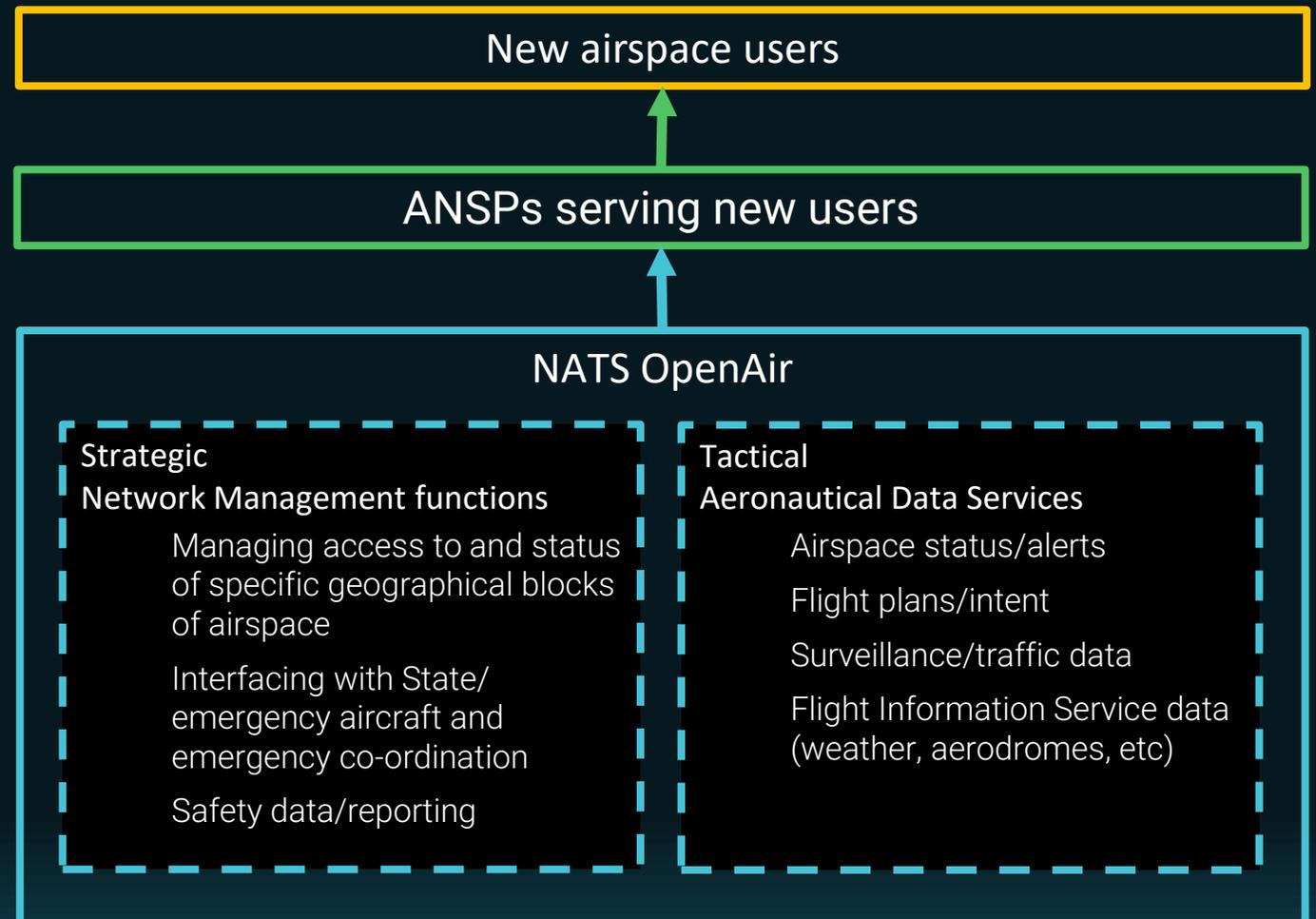
Our preliminary view – subject to consultation

NATS OpenAir will provide 'wholesale' services to multiple ANSPs, which in turn provide 'retail' services to new users

NATS OpenAir will not, in the main, provide air traffic services directly to new airspace users

We do not propose to manage any more airspace than we already do – this is about providing a universal data sharing and network management function to the growing number of ANSPs

The precise scope of services and charges will be determined after consultation.



Use case example – Project CAELUS

In Controlled Airspace NATS OpenAir provides:

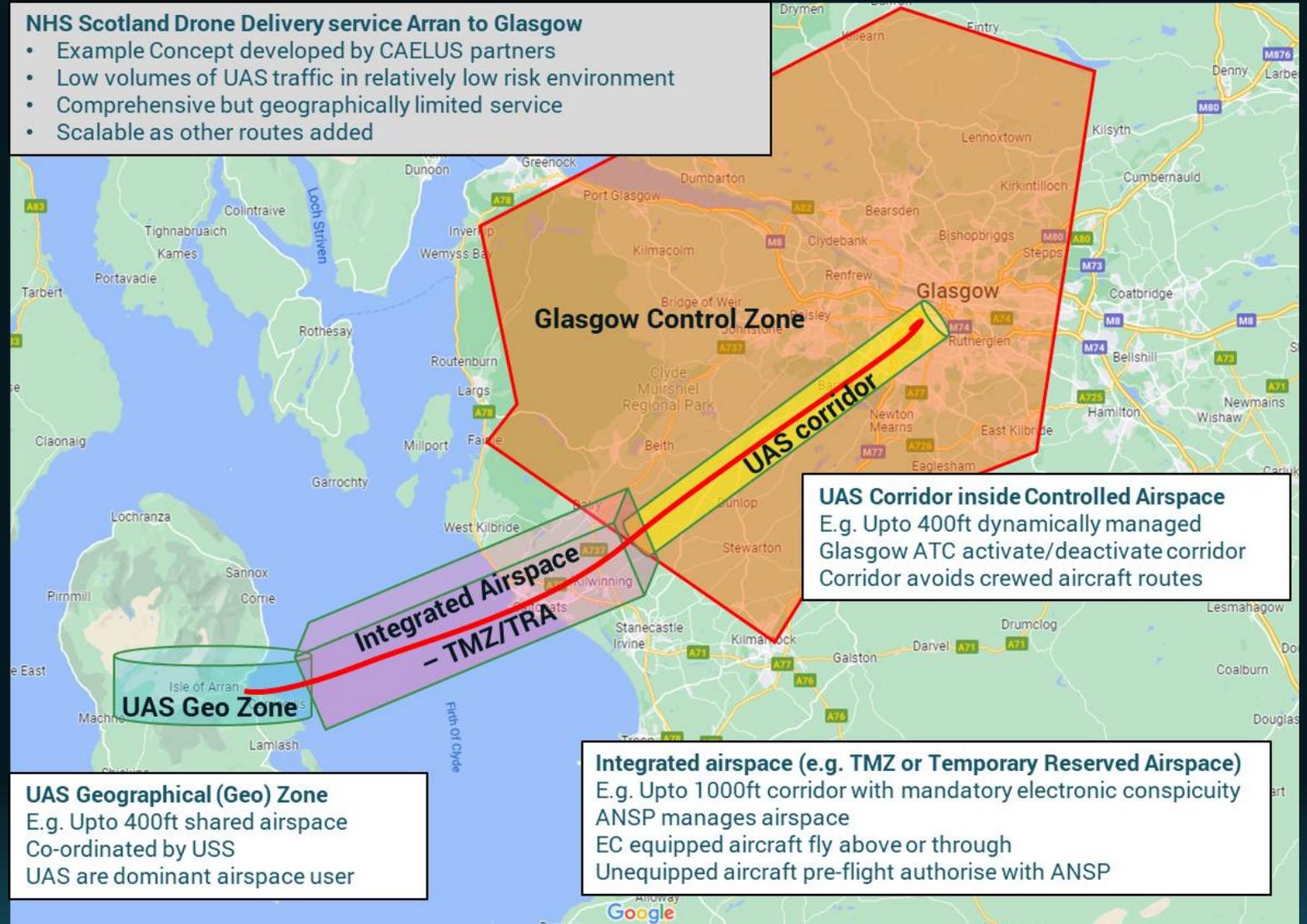
Registration Management
Airspace Authorisation
Discovery & Synchronisation service
Geo-awareness service
Traffic Information Service
Conformance Monitoring

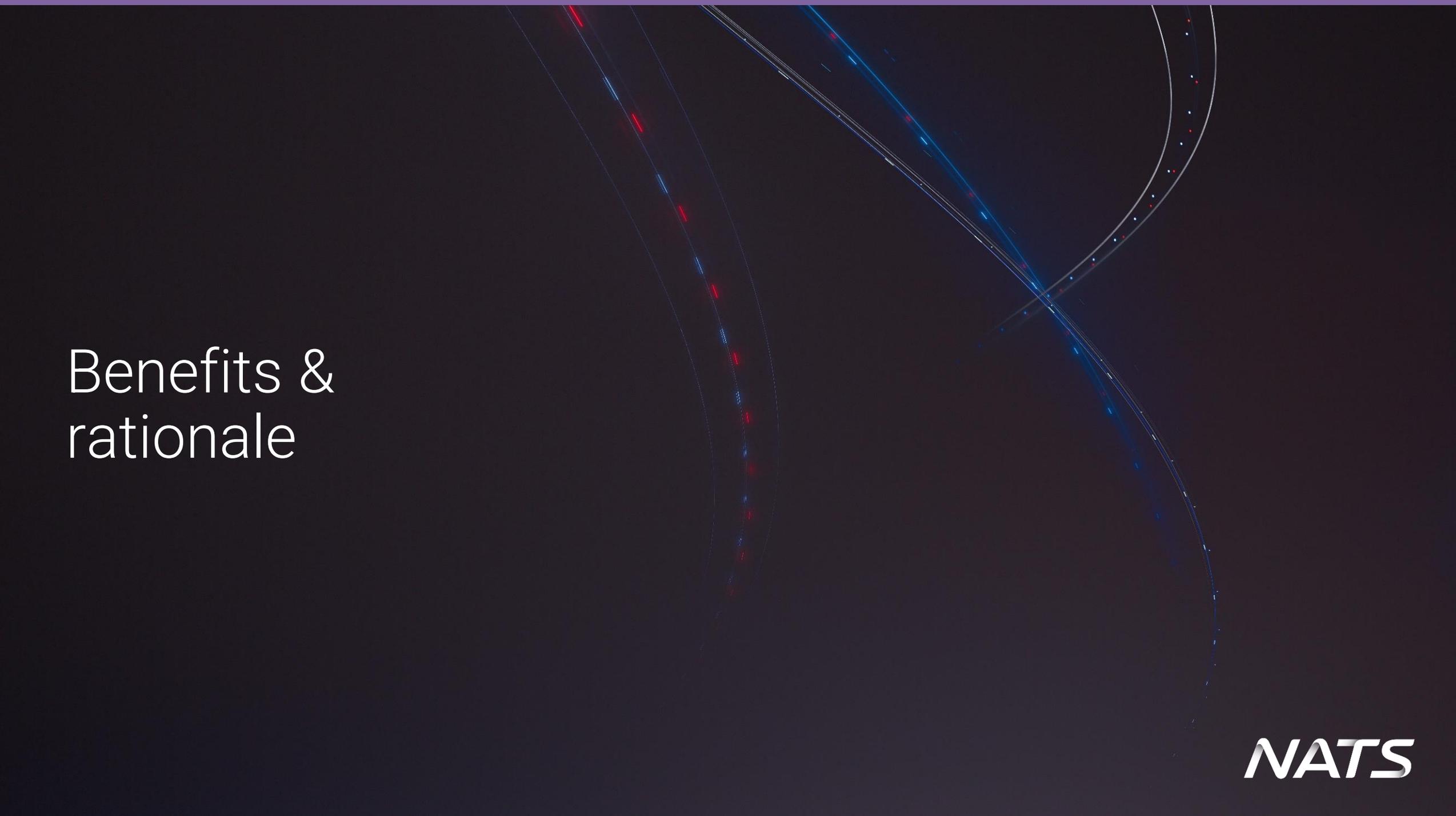
In Integrated Airspace NATS OpenAir provides:

UAS Flight plan repository
Airspace Authorisation
Traffic Information Service
Conformance monitoring
Communication Service

In UAS Geographical Zone NATS OpenAir provides:

Geo-awareness service
Registration Management
Discovery & Synchronisation Service
Traffic Information Service
Communication Service





Benefits & rationale

Benefits to customers & stakeholders

Government

Key enabler for government's strategic ambitions.

User pays, therefore avoids central government funding

ANSPs

Ability to access data necessary to deliver local solutions to new users

Airlines

New framework means no costs incurred by existing customer base

New operators

Ability to scale operations and 'lift and shift' across the UK

CAA

Greater consistency of solutions, therefore reduced workload for approvals.

Provides level playing field for ANSPs and operators.

Consistent and transparent oversight of airspace and equity of access

Airports

Clear framework within which to integrate new users in and around airports

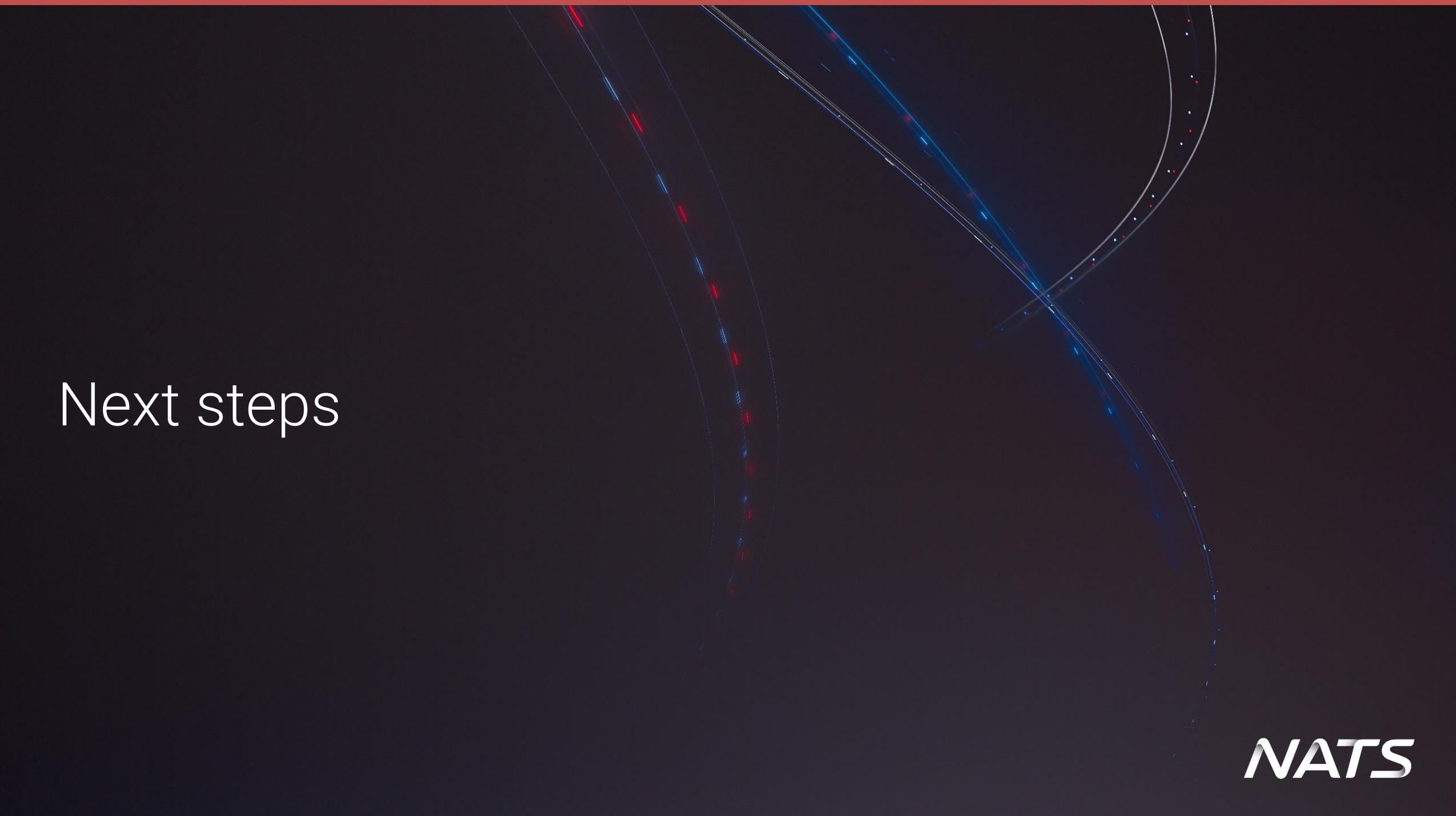
GA/military

Ability to maintain access to Class G and share airspace with new users

Investors

Greater transparency on market structure and regulatory framework





Next steps

NATS

Timeline

February	Launch consultation with industry on NATS OpenAir concept, services, regulatory framework and charging options
Throughout 2024	<p>ISDG – meeting regularly to help refine proposals</p> <p>Industry engagement – ongoing discussion with sector representative bodies</p> <p>Develop the OpenAir ‘test bed’ capability to develop requirements, shape high level designs and validate initial services</p> <p>Procure infrastructure towards a Minimum Viable Proposition (MVP) to be operational in 2025</p>
Late 2024	2 nd phase industry consultation – more developed set of proposals with regulatory framework and charging mechanism, prior to submission to CAA by mid-2025

Have your say



- Our full proposal is published here:
- www.nats.aero/wp-content/uploads/2024/02/NATS-OpenAir-consultation-document-Feb-2024.pdf



Provide us with as much detail as you can on the questions of most relevance to you here:

www.nats.aero/nats-openair-consultation



We will be holding engagement sessions later this year to hear your feedback and answer any questions you may have.

The NATS logo, consisting of the letters 'NATS' in a bold, white, sans-serif font, positioned in the bottom right corner of the slide. The background of the slide features a dark blue gradient with abstract white and red lines that resemble flight paths or data streams.



NATS



Thank you



@NATSAERO



@NATS



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10 Minute Break

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DfT Update

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DfT Update - GA Partnership

Feb 2024



Policy

EGNOS/SBAS

- In October the Department for Science, Innovation and Technology published their framework for greater PNT resilience. Within this there is a commitment to develop a proposal for a Satellite Based Augmentation System (SBAS) to replace the UK's use of EGNOS.
- DfT is funding a project led by Inmarsat, a UK satellite communications company, to use its spacecraft to demonstrate the capabilities of a UK SBAS.
- DfT is also part funding the production of a cross sector strategic outline business case for a UK SBAS, this and the work being led by Inmarsat will help to inform next steps.
- As well as replacing the functionality of ENGOS, a sovereign UK SBAS could offer benefits across different transport modes, and for multiple CNI sectors.

GNSS

- Work continues to progress the 5 hospital landing sites that are part of the DfT's Global Navigation Satellite System Programme.

Policy (2)

EC REBATE SCHEME

- The scheme will conclude on 31 March 2024. The CAA have confirmed that all applications received before the cut off will be processed and paid before the end of June.
- Work is underway to cross reference the numbers of devices claimed with UK registered aircraft and licence holders to obtain an approximate indicative view on the potential volume increase of EC devices now being used within the GA sector.

SINGLE DESIGN ENTITY

- DfT and the CAA's joint project team continue to identify how the SDE will work. The project team will consider the role, scope and funding model of the SDE.
- The project is about airspace design, and there are no plans to fundamentally change who manages the airspace or initiates airspace changes.
- No decisions have been made, including on key questions. Before reaching any decisions, there is expected to be a consultation later this year, where stakeholders can feed in their views.

Environmental

TRANSPORT RESEARCH AND INNOVATION GRANTS

- Applications for the £1.8m TRIG competition was run last year. The grant is for up to £45k per innovation project. Whilst not directly aimed at GA, GA sector was eligible to bid into this fund. More information can be found here - [Applications open for Transport Research and Innovation Grants - Connected Places Catapult](#)

ZERO EMISSIONS AIRPORT TARGET

- The summary of Call for Evidence responses and Government response to the Call for Evidence is planned to be published imminently.
- This will set out next steps on this work, including the implementation of the targets.

JET ZERO COUNCIL

- The Jet Zero Council met end of last year, and the focus for this meeting was on Greenhouse gas removals. The next meeting is planned for April 2024.

GA Safety Brief

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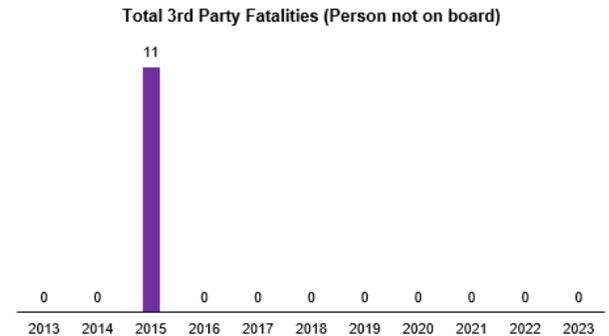
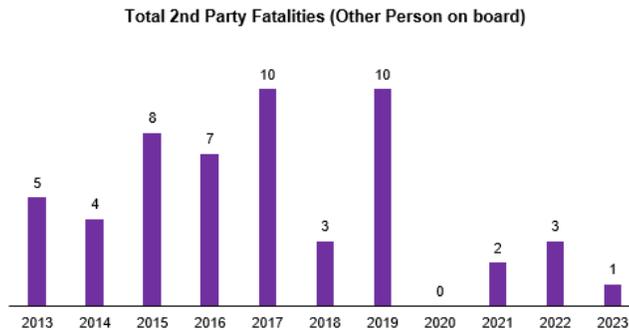
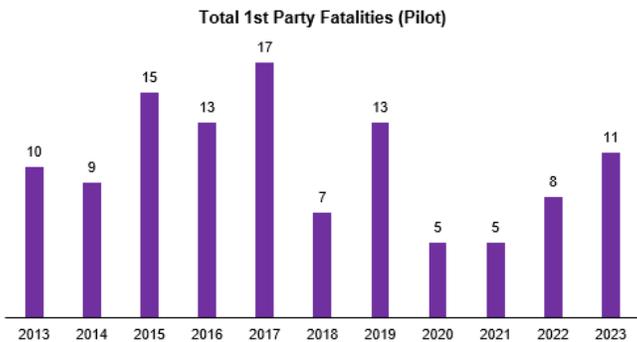
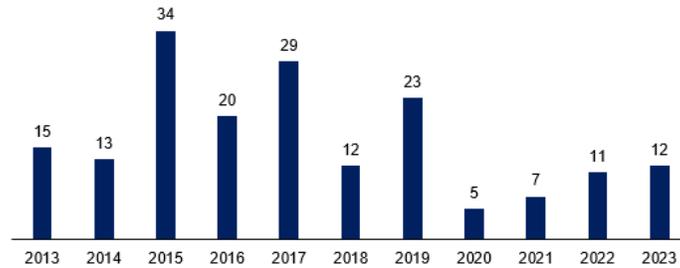
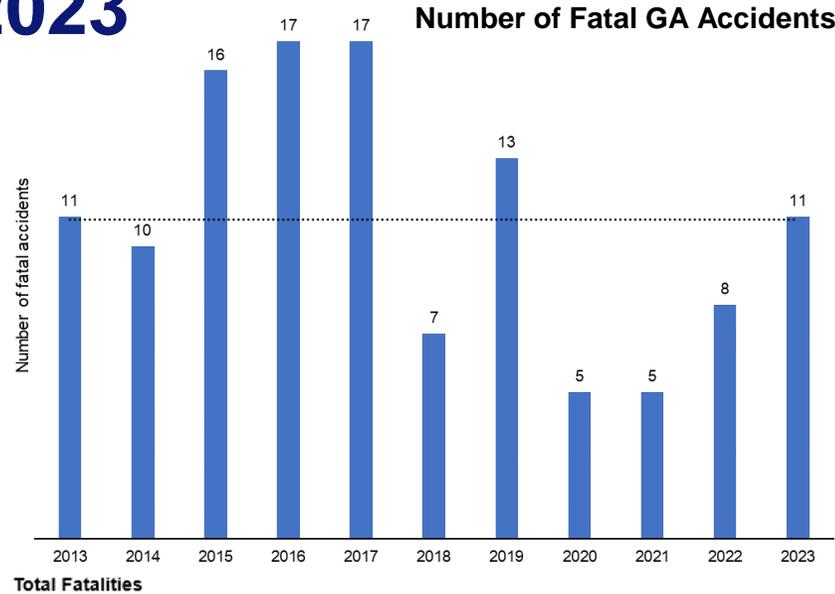


GA Safety Update

Fatal Accidents 2013 – 2023



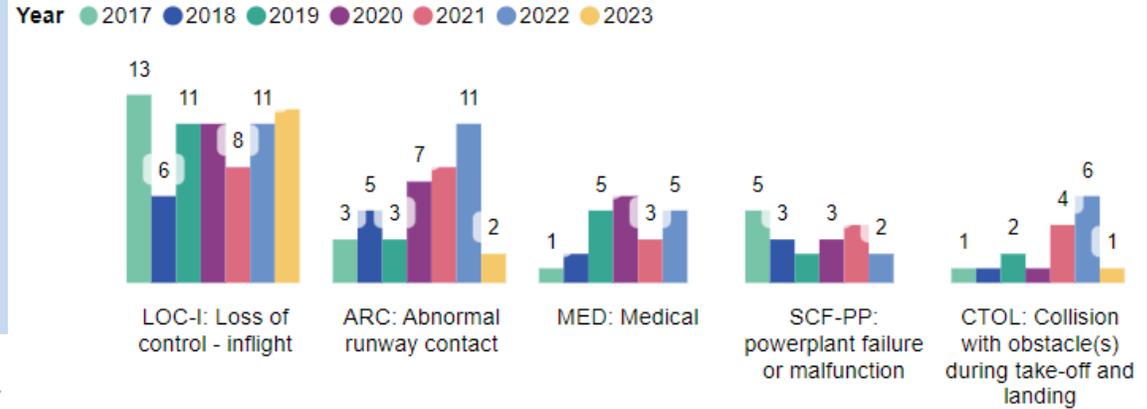
- 2023 middle of the field over last 10 years; higher numbers in 4 years and lower in 5 years.
- No fatal GA accidents until June in 2023.
- Accidents in 2023 occurred in a concentrated period (June – Sep).



Summary of Fatal or Serious Injury Accidents in 2023

- Although first serious injury accident of the year occurred in March, the first of 11 fatal accidents occurred in June.
- **Loss of control in-flight** is still prevalent in all FOSIAs, 9 out of 11 fatal accidents in 2023.
- 8 (53%) of 15 FOSIAs involved an aeroplane, followed by gliders (3) and microlights (3) and 1 balloon. This is **similar to the long-term trend**.

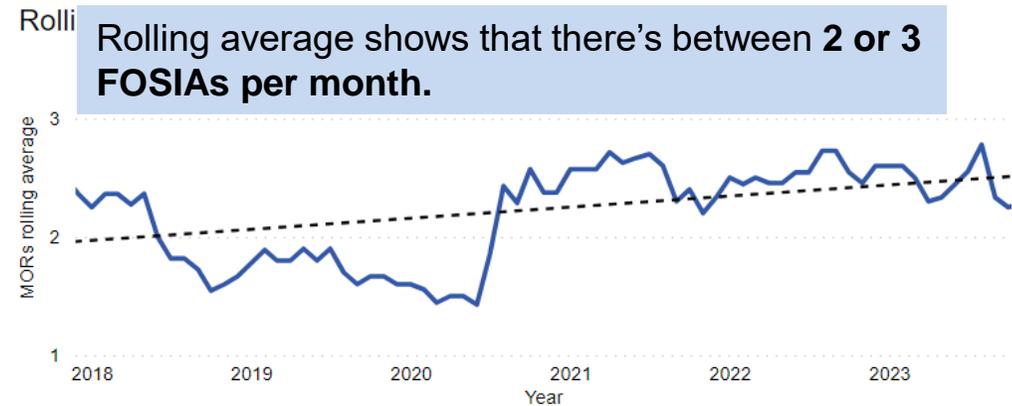
Loss of control in flight remains top of common causes



FOSIA By Aircraft Class By Year



For 2023 there were **no specific trends** to highlight, except there's been more FOSIAs than usual in the summer months.





GA Loss of Control Working Group

Background

- Accident data from 2023 GA FOSIA shows that **LOC was a factor in the majority of accidents**
- A short-term response to these accidents was the **GA summer safety campaign** – promulgated existing advice and best-practice on this and a range of other safety issues to the GA community.
- The longer-term response was the **GA LOC Working Group**, which commenced in September. The WG's objectives were:
 - To identify any **trends, causes and contributory factors** regarding recent **GA LOC** (Loss of Control) FOSIA
 - To engage with key **stakeholders** on LOC
 - To make **recommendations on any additional measures and mitigations** to reduce or prevent LOC FOSIA.

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What are the CAA doing already?

- Safety Sense Leaflets
- General Aviation Podcasts
- Astral Aviation Webinars
- Ongoing collaborative work with the AAIB
- Animations and videos on UK CAA YouTube channel



Stakeholder Engagement

- Throughout November and December, the WG engaged with:
 - **British Microlight Aircraft Association (BMAA)**
 - **Light Aircraft Association (LAA)**
 - **Air Accidents Investigation Branch (AAIB)**
 - **British Gliding Association (BGA)**
 - **General Aviation Safety Council (GASCo)**





Safety Spot

General Aviation
Partnership Meeting
15th February 2024

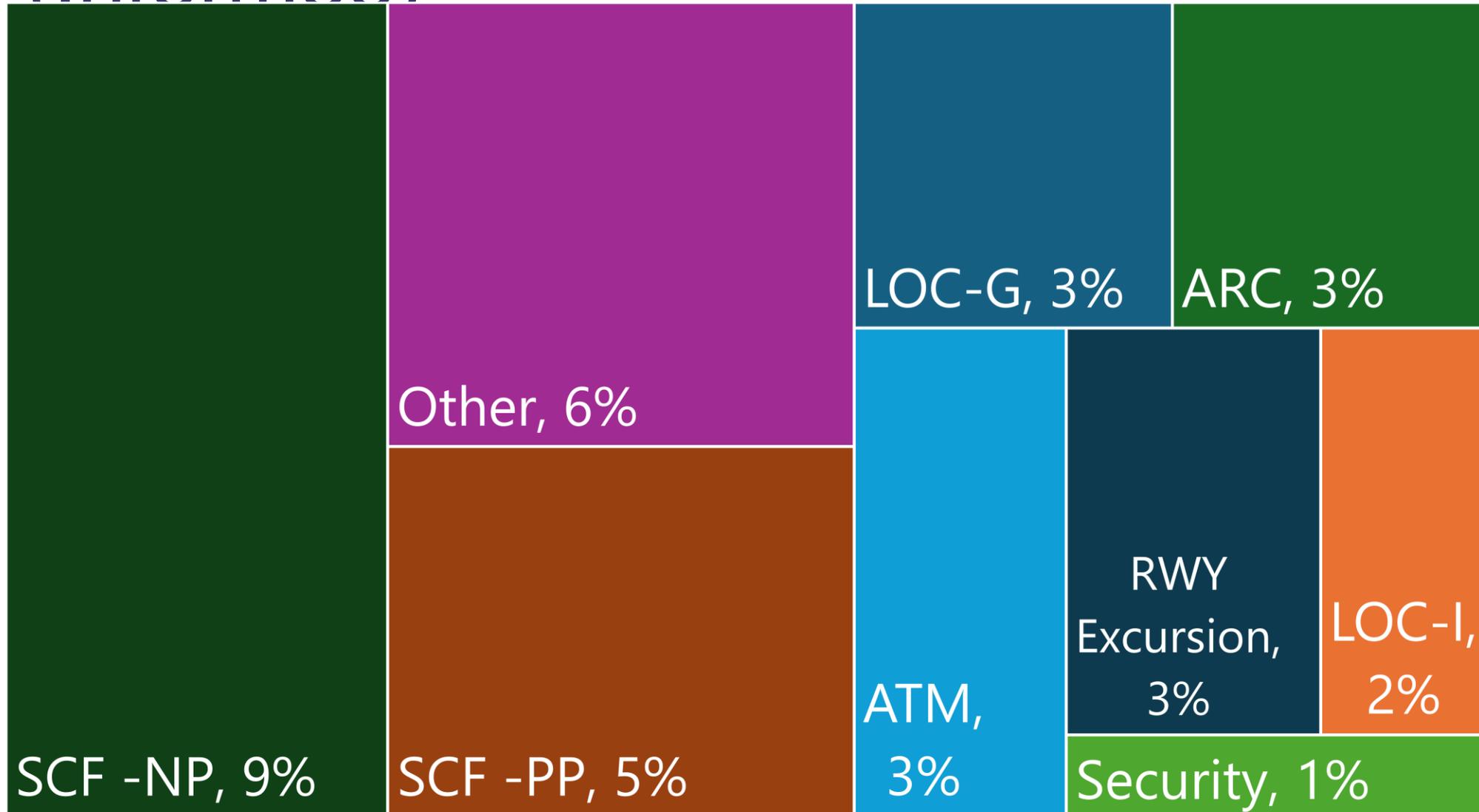
*Enhancing General Aviation Safety
through Safety Information Exchange*

GA Occurrence Reports - Nov 21 – Dec 23

Based on
2,146
Reports

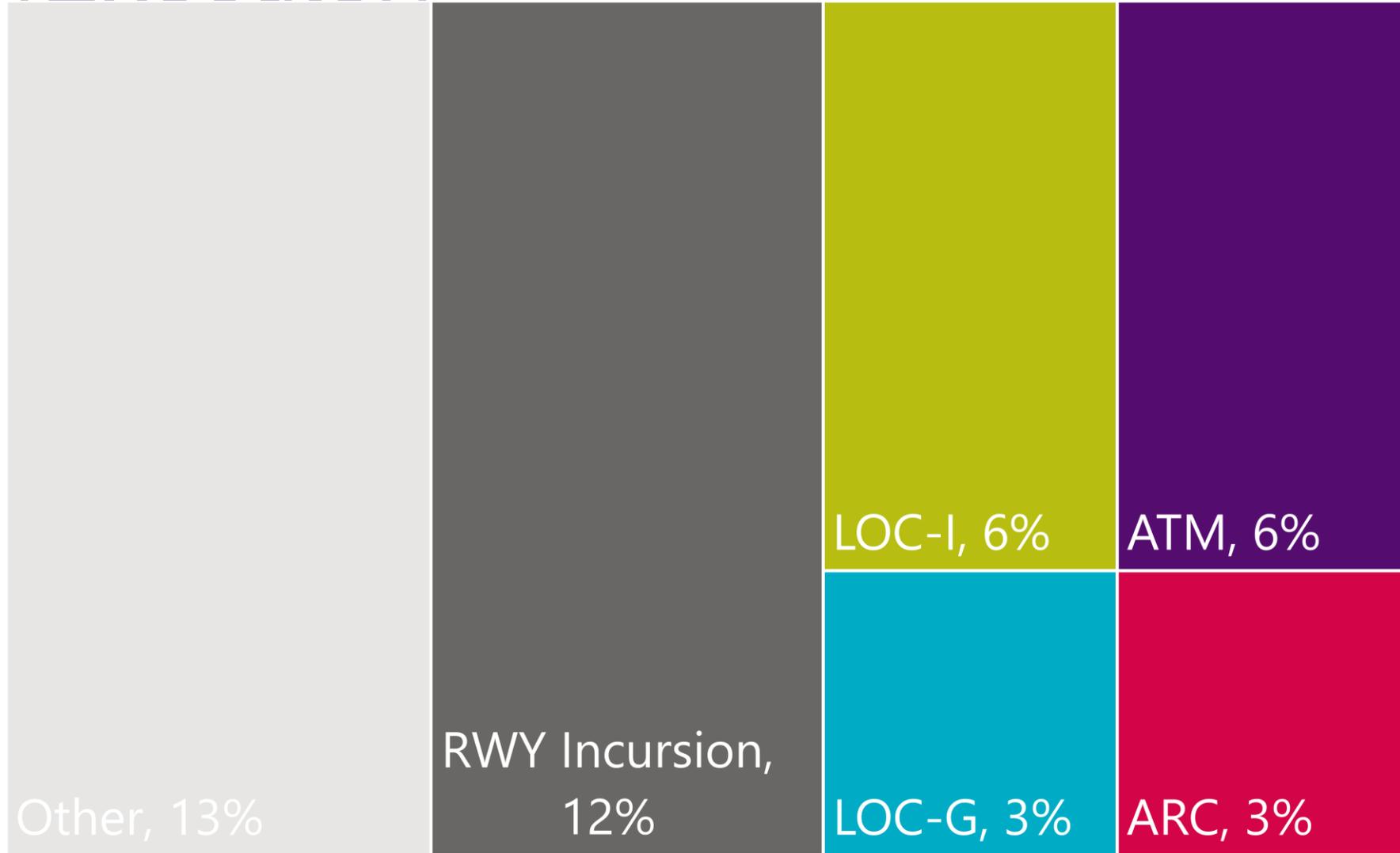


Comparison with CAA MOR Data (Informee)



Last 12
months as
at 1 Feb
24

Comparison with CAA MOR Data (Executer)



Last 12 months
as at 1 Feb 24

GASCo Members' Safety Information Exchange – 23

Nov 24

Flying over winch launch sites

Use of carbon monoxide (CO) detectors

Just culture

Maintenance Errors

Electronic Conspicuity

Crashworthy fuel systems

Unrest over PMDs

Suicide/Mental health issues

Airspace Infringements

Concern over entry standards for instructor courses

Normalisation of Deviance



BMAA Instructor Seminar – 23 Jan
24

Correct wearing of harnesses

At the Northwest LAIT on 23 Oct 24,
*Manchester Airport reported that their
drone detection system had recorded
1,100 infringements above 400 FT in
the CTR between Apr and Sep 23*



PIPER PA-28RT-201 ARROW IV CRASHED INTO THE SIMPLON MOUNTAIN, VALAIS, SWITZERLAND, AT APPROX 6100 FEET.

THE AIRCRAFT TOOK OFF AROUND 9:00 FROM LAUSANNE-LA BLÉCHERETTE AIRPORT (QLS/LSGL), VAUD FOR A FLIGHT TO ITALY, BUT IT CRASHED AN HOUR AND A HALF LATER IN THE VICINITY OF THE SIMPLON PASS AT AROUND 2000 METERS OF ALTITUDE

ALL THREE OCCUPANTS ONBOARD, INCLUDING A BABY, WERE FATALLY INJURED AND THE AIRCRAFT WAS DESTROYED

‘David Mankell, the assistant coroner who presided over the inquest, wrote a prevention of future death report to the CAA recommending that such training be required, as it is by the Swiss authorities.’ *The Times Sat 27 Jan 24*



Schweizerische Eidgenossenschaft
Confédération suisse
Confederazione Svizzera
Confederaziun svizra

Swiss Confederation

Final Report No. 2383 by the Swiss Transportation Safety Investigation Board

Safety Advice N° 45

Target group: General aviation operators in Europe

General aviation operators in Europe should emphasise the dangers of navigating through mountain passes and adapt flight tactics according to the predefined flight plan. For mountain flights, many recommendations on safety measures such as flight tactics, flight plan and equipment can be found in the VFR manual under rules of the air and air traffic services (RAC) 4-5-2, 4-5-3

Safety Evenings 2023-24

1. Use TEM

2. Pre –Flight Planning

3. Human Factors



Do these three things to keep safe

Cognitive Biases

Developing Resilience

Partial Engine Failures

Electronic Conspicuity

Summary

Comms Update

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GA Communications

Work Stream	
Safety Sense Leaflets	Released a new Safety Sense Leaflet on Occurrence Reporting and an updated version of Radiotelephony for General Aviation pilots.
Skyway Code	Version four of the Skyway Code was published in November. The code is designed to provide General Aviation pilots with quick and easy access to key information relevant to their flying.
Just Culture	October Occurrence report was on "Managing threats and errors". Further Occurrence Reports are due in March and May.
CODE	The pilot survey results were released in November, the findings gathered will help shape the future use of these devices and how they can be used in piston engine aircraft.
Podcast	Produced podcasts on powered flights over gliding sites and a guide to flying safely in the winter.
Consultations	Two consultations covering Cost Sharing and Pilot Medical Declarations in November. Both consultations have now closed and the results are being considered.



Pipeline

Work Stream	
Paramotors and powered hang gliders	Animation in production to support the launch of The Paramotor Code.
Licensing Project	The Licensing & Training Simplification project will launch a 10 week consultation in the coming months.
BGA – Rigging	Working with the BGA on supportive communications content to continue to bring awareness of the topic of rigging and managing distraction. This includes an animation and a video on rigging safely and positive control checks.
Podcast	Another RT focused podcast is due for release in Q1 of 2024. Two more podcasts are currently being produced around our policy work and spring flying/preparing for the summer season.
Clued Up	Two Clued Up articles on re-fuelling and non-standard joins are being created.
Loss Of Control; Spinning	Animation is in the final stages and will be released in the coming weeks



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Summary and Close

Thank you for attending

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